

## TOWN AND COUNTRY PLANNING DEPARTMENT

The 21st May, 1981

**No. 10-DP-81/8032.**—In exercise of the powers conferred by sub-section (4) of section 5 of the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963, the Governor of Haryana is pleased to publish the revised integrated draft development plan for the controlled area declared, —*vide* No. 9858-VDP-71/3652, dated 25th August, 1971 and Additional Controlled Area declared, —*vide* No. 1100-2TCP-77/8332, dated 15th March, 1977 around Kaithal, along with the restriction and conditions proposed to be made applicable to the controlled areas covered by it (given in Annexure A & B) to the Development Plan of Kaithal Town approved under sub-section (3) of the said section for information of all persons likely to be affected thereby.

The need to republish the draft development plan published earlier,—*vide* notification No. 4541-2TCP-74/37401, dated 22nd October, 1974 appearing on 24th December, 1974, arose because certain changes in the Kaithal Municipal Limits were made and subsequently an additional controlled area was declared,—*vide* notification No. 1100-2TCP-77/8332, dated 15th March, 1977. The present development Plan covers both the controlled area and additional controlled area.

Notice is hereby given that the draft of plan shall be taken into consideration by the Government on or after the expiry of 30 days from the date of publication of this notification in the official gazette together with any objections or suggestion which may be received by the Director, Town & Country Planning, Haryana, Sector 18, Chandigarh from any person in writing in respect of such plans before the expiry of the period as specified.

## DRAWING

1. Existing land use plan, 1977 (Additional Controlled Area) Drg. No. DTP(KK)/190/78.
2. Draft Development Plan Drg. No. DTP(KK)/236/80.

## ANNEXURE 'A'

Explanatory note on the Development Plan of the Controlled Area, Kaithal.

## The Existing Town and need for Development Plan

Kaithal, said to have derived its name from a Sanskrit word 'Kapisthala' (Abode of Monkeys) is located on 29°—42'—9" north latitude and 76°—23'—49" east longitude. The town is well connected through metalled roads to other important town viz. Karnal (60 Kms.), Jind (55 Kms.), Kurukshetra (48 Kms.) and Ambala (80 Kms.). It has also a railway station on the Thanesar-Narwana section of broad gauge railway line. The town is the sub-divisional head-quarter of Kaithal sub-division of the Kurukshetra district.

The economy of the town is based on agriculture and at present it is a flourishing trade, commerce, industry-cum-service centre. The town gained quite a good deal of importance in the State on account of its grain market as the hinter land of the town is fairly fertile and is known for production of paddy and cotton. The population of the town, as per census report of 1971, is 45,199 showing an annual growth of 2.90% or say 3% which is almost the average growth rate of towns in India.

Main Kaithal town is situated on an elevated land on the western bank of the extensive artificial Bidkiya Lake which gives the town a picturesque location. The main town is in the form of walled city having eight gates. There are several mounds and ponds in the west and north-west of the city. On the other side land is generally plain sloping towards south-west. There is a protection bund and a big drain known as Kaithal drain about 2 Kms. on the north of the city, which saves the town from flooding.

The old mandi is situated near the railway station which has become grossly insufficient to meet the present day requirements of its catchment area. The Government through State Colonisation Department, has planned a new mandi on the south of the railway line, the development of which is in progress. The new developments are taking place in the east and south of the existing town as quite a few factories and residential areas have sprung up in the past. In the north of the town runs Kaithal drain and in the south Amin drain to take care of surface water during rainy season and to protect the town from flooding. A little south of Amin Drain Sirsa branch runs through the area. The land is fairly level except for mounds and ponds, and gradually sloping towards the south-west. The controlled area is dotted with villages here and there.

Since the town is sprawling in an unplanned and haphazard manner, State Government in order to channelise the development in a planned manner declare a sizable amount of land around the Municipal Limits of Kaithal, as a controlled area,—*vide* gazette Notification No. 9858-BDP-71/3652, dated 25th August, 1971 and 7,1100-2TCP-77,8332, dated 15th March, 1972

## PLANNING AND PROPOSALS

The lack of industrial minerals in the surrounding areas point out to the presumption that the town will retain its present agro-oriented economic base and there will not be sharp demographic changes during the perspective plan period of 1977—2001. However, the function of the town will be gradually dominated by trade and commerce followed by manufacturing, agrobased processing, service and repairs as is evident from the comparison of working force in the following table:—

## WORKING FORCE KAITHAL

(as% to the total workers)

Serial No.	Occupation	1961	1971
1	Cultivators	12.12	8.15
2	Agriculture Labourers	1.23	5.25
3	Live stock and allied activities	1.34	0.46
4	Mining and quarrying	6.28	0.04
5	Manufacturing, processing service and repairs	16.98	18.49
6	Construction	4.36	3.42
7	Trade and commerce	28.09	33.27
8	Transport, storage & Communication	6.26	5.78
9	Other Service	23.34	25.14

Keeping in view the normal annual growth of the town i.e. 2.95%, the decade variation of 1961—71 is taken as the base and the population has been projected on its basis upto the year 2001—the perspective plan period, which is 98,274 or say 1 lakh.

The town, keeping in view its organic growth on and along the inter section points of roads to Guhla, Ambala, Thanesar, Karnal and Jind and economic and physical possibilities is proposed to expand circumferentially in order to have a controlled outward expansion. The major planning consideration in the preparation of Development plan throughout has been to take full advantage of the existing components and infrastructure of the town, so as to cause minimum alterations of existing land use. The major area for proposed development has been chosen in the north and north-east of the existing town as it is comparatively free from any kind of water logging and flooding. On the south of the existing town across the Narwana-Thanesar Railway line there is new developed mandi of Colonisation Department. Industrial sectors have been proposed on both sides of Kaithal-Jind road. Keeping in view the potential & Wind direction.

The existing town covers an area of 840 hect. within Municipal Limits, out of which approximately 340 hect. is built up. Out of the remaining area about 248 hect. is under agricultural use and the rest about 252 hect. under mounds and ponds which is unfit for development.

The road system has been provided in such a manner that the outer ring road serves as a bypass for the existing town. The existing bye pass with minor changes in the alignment is converted into the central road of the town (V2 road) from which central facilities such as commercial and public and semi-public uses, etc. are easily accessible.

Kaithal town faces chronic problem of flooding. To make the plan effective certain measures have been taken in the plan proposals. The proposed bye pass from Gulha road to Jind road and the V-3 road from Gulha road to Chandana road will act as flood embankment. It is also proposed to provide an additional drain in the south of existing town through sector 3 and 4 which would connect the lowest points of town with the Kaithal drain. Kaithal town suffers from poor underground water supply. The Public Health Department has already prepared a canal based water supply scheme for Kaithal.

The development plan has been prepared in a manner so that composite and integrated development of the old town and proposed urbanisation is possible. With a suitable road system 29-Sector of varying sizes have been carved out keeping in view the availability of the transportation facilities. Wholesale marketing and warehousing has been located along the Jind road because of nearness to the railway station and in consistant with the existing land use of the area.

The provision of major land uses for the development of the controlled area as well as within the municipal limits is as under :—

Serial No.	Zone	Hects. within controlled area	Hects within Municipal limits	Total area in heccts.
1	Residential	..	490	314
2	Commercial	..	17	102
3	Industrial	..	132	54
4	Transport and Communication	..	93	82
5	Public Utilities	..	30	16
6	Public and semi public use	..	..	72
7	Open spaces	..	150	220
Total		..	912	860
				1772

#### DESCRIPTION OF MAJOR LAND USES

##### Residential:

A total area of 804 heccts. has been proposed for residential use inclusive of allied facilities like schools, shopping centres, community facilities and internal sector roads. Whole of the residential area has been subdivided into residential sectors of different sizes.

##### Commercial :

The existing mandi, situated in the south of the congested commercial area of the town is insufficient to meet the growing demands and as such another mandi is proposed and is partly under execution to the south of the railway line.

Commercial zone of about 55 heccts. has been proposed on the north east of existing town keeping in view its linkage and proximity with the existing town, accessibility from other parts of proposed urbanisation, and anticipated increase in commercial activity.

##### Industrial :

On the south of the town beyond railway line industrial area have been provided. Kaithal being a big Mandi there is great demand of sites for rice shellers, cold stores, warehouses and other industries. The location of Industrial zone has been decided, keeping in view, infrastructural facilities, movement of goods and the anticipated increase in industrial employment and activity. About 132 heccts. of land has been proposed for industrial purposes. The existing industries which also fall in the proposed industrial area, cover area of about 14 hectares.

#### TRANSPORT AND COMMUNICATION

The road system has been kept as a compromise between the circular and radial roads which is most ideal for organically grown small size towns like Kaithal. The transport and communication system has been planned and provided for, keeping in view the movement of goods and people within and outside the town, with due regards to the existing network and physical feature. Major road system in the development plan with their land reservations is as under :—

V-1 (a), (b), (c), (d), (e), (f), (g)  
V-1  
V-2  
V-3

.. Existing width  
.. 45 meters  
.. 60 meters  
.. 30 meters or existing width whichever is more

Access to these roads shall be allowed at only specified and controlled points.

Two over-bridges have been provided to facilitate unhindered flow of traffic. Their order of priority should be on Jind-Kaithal road followed by on the outer ring road V-1.

#### Public Utilities

A total of 16 hectares of land exists under public utilities such as grid sub-stations on Kaithal-Jind and Kaithal-Karnal road. Another 30 hectares of land on the south of town have been provided for providing public health and electricity installations.

#### Public and Semi-public Uses

About 72 hectares of land has been proposed to take care of future demands. It also includes the existing land under public and semi-public uses, which covers about 28 hectares of land.

#### Open Spaces

There are several tanks and mounds around the existing abadi and within proposed urbanisation. About 370 hectares of land has been earmarked for open spaces. The open spaces and parks are planned so as to take account of the existing characteristics of the land unfit for extensive physical development. This includes about 106 hectares of green belts which have been reserved along bye-pass, industrial zone, transport & Communication zone and other major roads.

#### Agricultural

A sizeable area has been reserved as an agricultural zone. It would however, not eliminate the essential building development within it such as the extension of the existing villages continuous to the abadi deh if undertaken under a project approved or sponsored by the Government and other ancillary facilities necessary for the maintenance and improvement of the agricultural zone.

The existing industries within the rural zone may be allowed to stay within the meaning if non-conforming land uses as explained in the zoning regulations attached with this plan.

#### ZONING REGULATIONS

The legal sanctity to the proposals regarding land use within controlled area is being given effect to by a set of zoning Regulations which form part of the Development Plan. These Regulations will govern the change of land use and standards of Development. They also detail out allied and ancillary uses and stipulate that all development and change of land use shall be in accordance with the details shown in the sector plans for each sector to guide the development and enforce proper control.

#### ANNEXURE 'B'

#### ZONING REGULATIONS

Governing use and development of land in the controlled area and additional controlled area around Kaithal shown in the Drawing No. D.T.P. (KK) 236/80.

(1) **General.**—(i) These Zoning Regulations forming part of the Development Plan for the controlled area and additional controlled area around Kaithal shall be called Zoning Regulation of the Development Plan for Kaithal controlled area.

(2) The requirement of these regulations shall extend to the whole of the area covered by the Development Plan and shall be in addition to the requirements of the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963 and the rules framed thereunder :—

(II) 'Definitions' in these regulations :—

- (a) 'Approved' means approved under the rules ;
- (b) 'Building rules' means rules contained in part VII of the rules ;
- (c) 'Drawing' means drawing No. D.T.P. (KK) 236/80.
- (d) 'Floor Area Ratio (Fa R)' means the ratio expressed in percentage, between the total floor area of a building on all floors and total area of the site.

- (e) 'Group Housing' means housing in blocks without division into streets and independent plots with necessary open spaces and sites for community facilities.
- (f) 'Light Industry' means industry having a total capital investment of less than 10 lakh and not likely to cause injurious or abnoxious noise, smoke, gas, fumes, odours, dust, affluent etc.
- (g) 'Medium industry' means an industry having a total fixed capital investment of more than 10 lakh but less than 1 crore and not likely to cause injurious or abnoxious noise, gas, fumes, odours, dust, affluent, etc.
- (h) 'Heavy Industry' means an industry having a total fixed capital investment of more than one crore and not likely to cause injurious or abnoxious noise, gas, fumes, odours, dust, affluent etc.
- (i) 'Local Service Industry' means an industry the manufacture and product of which is generally consumed within the local area for example, bakeries, ice-cream, aerated water, atta-chakkies with power, laundry, dry cleaning and dyeing, repair and service of automobile, Scooters and cycles, repair of household utensils, shoe making and repairing, fuel depots etc.
- (j) 'Material date' means 25th August, 1971 with respect to controlled area and 29th March, 1977 with respect to additional controlled areas, notified under section 4 of the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963.—*vide* Haryana Govt. Notification No. 9858-VDP-71/3652, dated 25th August, 1971 and 1100-2 TCP-77/8332, dated 15th March, 1977 published in the Haryana Gazette dated 29th March, 1977 respectively.
- (k) 'Non-conforming Use' in respect of any land or building in a controlled area means the existing use of such land or buildings which is contrary to the major land use specified for the part of the area in the development plan.
- (l) 'Public Utility Building' means any building required for running of public utility service such as water supply, drainage, electricity, post & telegraph and transport and for any other Municipal service including a fire station.
- (m) 'Rules' means the Punjab Scheduled Roads and Controlled Areas Restrictions of Unregulated Development Rules, 1965.
- (n) 'Sector Density' and 'colony density' shall mean the number of persons per hect. in sector area or colony area as the case may be.

*Explanation.*—(i) In the definition the 'Sector Area' or 'Colony Area' shall mean the area of the sector or of colony, as bounded within the major road system shown on the drawing in the case of sector and on, the approved layout plan of the colony in the case of colony, including 50 per cent land under the major roads surrounding the sector or colony and excluding the area unfit for building development within the sector or colony as the case may be.

(ii) For the purpose of calculating the sector density or colony density it shall be assumed that 50 per cent of the sector area or colony area will be available and that every building plot shall on the average contain two dwelling units each with a population of 1.5 per cent per dwelling unit or 9 person per building plot.

In the case of shop-cum-residential plot, however only one dwelling unit shall be assumed.

- (o) 'Site Coverage' means the ratio, expressed in percentage between the area covered by the ground floor of a building and the area of the site.
- (p) The terms 'Act', 'Colony', 'Colonizer', 'Development Plan, shall have the same meaning as assigned to in the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963; and
- (q) In the case of doubt any other term shall have the same meaning as assigned to it in the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963.

**(III) Major Land uses/Zones.**—For purpose of these regulations the various parts of the controlled area indicated on the drawing shall be reserved for the following major land uses and to be designated as such:—

- (i) Residential Zone.
- (ii) Commercial Zone.
- (iii) Industrial Zone.

(iv) Transport and Communication Zone.

(v) Public Utilities Zone.

(vi) Public & Semi-Public Uses Zone.

(vii) Open Spaces.

(viii) Agricultural Zone.

(IV) **Division into Sectors.**—Major land uses mentioned at Serial Nos. (i) to (iii) & (vi) in regulation III above which are land uses for development and building purposes, have been divided into sector as shown in the drawing.

(V) **Detailed land use within major uses.**—Main, ancillary and allied uses, which subject to other requirements of these Regulations and of the rules, may be permitted in the respective major land use zones are listed in Appendix 'A' sub joined to these regulations.

(VI) **Area not ripe for development.**—Notwithstanding the reservation of various sectors for respective land use for building purposes, the Director may not permit any change in the land use or allow construction of building thereon from consideration of compact and economical development of the controlled area, till such time as availability of water supply, drainage arrangements and other facilities for these sector are ensured to his satisfaction.

(VII) **Areas to be developed Exclusively through Government Enterprise.**—(1) Change of land use and development in areas which are meant for commercial and public and semi-public, use shall be taken only and exclusively through the government or a Government undertaking or a public authority approved by the Government in this behalf and no permission shall be given for development of any colony within these sectors.

(2) Notwithstanding the provisions of clause (1) above the Government may reserve any other sector for development exclusively by it or by the agencies mentioned above.

(VIII) **Land Reservation for Major Roads.**—(I) Land reservation for major roads shall be as under :—

(i)	V—1 (a), (b), (c), (d), (e), (f), (g), Existing width
(ii)	V—1 45 Mts.
(iii)	V—2 60 Mts.
(iv)	V—3 30 Mts. of existing width which ever more.

(II) Width and alignment of other roads shall be as per sector Plan or as per approved layout plan of colonies.

(IX) **Building Restrictions.**—The development to conform to sector plan and zoning plan.—Except as provided in regulation X no land within a major land use shall be allowed to be used and developed for building proposes unless the proposed use and development is according to the details indicated in the sector and zoning plans and or the approved layout plan of the colony in which the land is situated.

(X) **Industrial Non-Conforming uses.**—With regards to the existing industries shown in zones other than industrial zone in the development plan, such industrial non-conforming uses may be allowed to continue for a fixed period to be determined by the Director but not exceeding 10 years, provided that the owner of the industry concerned.

(a) Undertakes to pay to the Director, as determined by him the proportionate charges towards the external development of site as and when called upon by the Director to do in this behalf, and

(b) During the interim period, makes satisfactory arrangement for the discharge of affluent to the satisfaction of the Director.

(c) Does not undertake further expansion within the areas of non-conforming use.

(XI) **Discontinuance of non-conforming use.**—(i) If a non-conforming use of land has remained discontinued continuously for a period of two years or more it shall be deemed to have terminated and the land shall be allowed to be reused or developed only according to the conforming use.

(ii) If a non-conforming use building is damaged to the extent of 50 per cent or more of its reproduction value by fire, floods, explosion, earthquake, war, riots or any other natural calamity it shall be allowed to be redeveloped only for conforming use.

(iii) After lapse of period fixed under clause X the land shall be allowed to be re-developed only for conforming use.

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**XII. Density size and distribution of plots.**—(i) Every residential sector shall be developed to the sector density prescribed for it, subject to a maximum of 20 per cent variation allowed on either side of the prescribed.

For area upto 100 hect.	.. 250 persons/hect.
For larger than 100 hect.	.. 150/persons/hect.

**XIII. Individual sites to form part of approved layout/zoning plans.**—No permission for erection or re-erection of building on a plot shall be given unless :

(i) The plot forms a part of an approved colony, on the plot is such for which relaxation has been granted as provided in regulation XVII below, and

(ii) The plot is accessible through a road laid out and constructed up to the situation of plot to the satisfaction of the Director.

**XIV. Site coverage and height of building in various uses as provided in Rule 49 as amended upto date.**

**XV. Building lines in front side and rear.**—This shall be provided in accordance with rules 51, 52 and 53 part VII of the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development, Rules, 1965.

**XVI. Architectural Control.**—Every building shall conform to architectural control wherever and if specified in the architectural control sheets accompanying the sector plan or the layout of the approved colony.

**XVII. Relaxations.**—In the case of any land lying in agricultural zone the government may relax the provisions of this development plan.

(a) For use and development of the land into a residential or industrial colony, provided the coloniser had purchased the land for the said use and development prior to the material date and the coloniser secured permission for this purpose as per rules ;

(b) For use of land as an individual industrial site (as distinct from an industrial colony) provided that :—

(i) The land was purchased prior to the material date.

(ii) The Government is satisfied that need of the industry is such that it cannot await alternative allotment in the proper zone.

(iii) The owner of the land secures permission for building required under the rules, and

(iv) The owner of the land undertakes to pay the Director as determined by him the proportionate charges towards the development of this land as and when called upon by the Director in this behalf and during the interim period makes satisfactory arrangements for the discharge/affluent.

**Explanation.**—The word ‘Purchase’ in this regulation shall mean aquisition of full property right and no less title such as an agreement to purchase etc.

**XVIII. Provision of Farm House Outside Abadi in Agricultural Zone**—A farm house in Agricultural Zone outside abadi deh of village may be allowed subject to the following conditions :—

(i) No farm house shall be permitted within 1 K.M. of the urbanisable limit of any urban settlement as determined in the Development Plans.

(ii) Farm House shall be permitted on the farms having not less than 2 hect. of area.

(iii) The plinth area limit for the farm house shall be as under :—

For Land from 2 to 2.4 hect.	.. 150 Sq. Mts.
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For every additional 0.4 hect. (With a maximum of 300 Sq. Mts.)	.. 15 Sq. Mts.
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(iv) It shall be constructed single storied and its height shall not exceed 5 metres.

(v) It shall be at least 15 metres away from the edge of the agricultural land on all sides provided that if land attached to the farm house abuts a road, the farm house shall be constructed with a minimum set back from the edge of the road as under :—

- |   |           |
|---|-----------|
| (a) Where the road is a bye-pass to schedule road ..... | 100 Mtrs. |
| (b) Where the road is a Scheduled road .....            | 30 Mtrs.  |
| (c) any other road .....                                | 15 mtrs.  |

**XIX. Relaxation of development Plan.**—Government may in case of hardship or with a view to save any structure constructed before the material date, relax any of the provisions of the Development Plan on Principles of equity and justice, on payment of such development charge and on such other conditions as it may deem fit to impose.

#### APPENDIX 'A'

##### I. RESIDENTIAL ZONE:

- (i) Residences .....
- (ii) Boarding Houses .....
- (iii) Social, Community, Religious and Recreational buildings .....
- (iv) Public Utility Buildings .....
- (v) Educational Buildings and all types of school and college where necessary .....
- (vi) Health Institutions .....
- (vii) Cinemas .....
- (viii) Retail shops and restaurants .....
- (ix) Local Service Industries .....
- (x) Petrol filling stations .....
- (xi) Bus Stops, Tonga, Taxi, Scooter and Rickshaw stands .....
- (xii) Nurseries and green houses .....
- (xiii) Any other minor needs ancillary to residential use .....

As required for the local needs of major use and at site earmarked for them in the sector plan or in the approved layout plan of the colonies.

##### II. COMMERCIAL ZONE :

- (i) Retail trade .....
- (ii) Wholesale trade .....
- (iii) Warehouses and storages .....
- (iv) Commercial offices and Banks .....
- (v) Restaurants, Hotels and Transient boarding houses including public assistance institutions providing residential accommodation like Dharamshala, tourist houses etc. .....
- (vi) Cinemas and other places of public assembly like theatres, clubs, dramatic clubs etc. run on commercial basis .....
- (vii) Professional establishments .....
- (viii) Residence on the first and higher floors .....
- (ix) Local service industry .....
- (x) Public Utility buildings .....
- (xi) Petrol filling station and service garages .....
- (xii) Loading and unloading yards .....
- (xiii) Parking spaces, bus stops, taxi, tonga and rickshaw stands .....
- (xiv) Town parks .....
- (xv) Any other use which the Director in public interest may decide .....

##### III. INDUSTRIAL ZONE:

- (i) Light Industry .....
- (ii) Medium Industry .....
- (iii) Heavy Industry .....
- (iv) Service Industry .....
- (v) Warehouse and storages .....

At sites earmarked for them in the sector plan or in the approved layout plan of the colonies

- (vi) Public Utility, community, building and retail shops ..
- (vii) Parking, loading and unloading areas ..
- (viii) Truck stands, bus stops, taxi tonga and reckshaw stand ..
- (ix) Petrol filling stations and service garages ..
- (x) Any other use permitted by the Director ..

#### IV. TRANSPORT AND COMMUNICATION ZONE :

- (i) Railway yards, railway station and sidings .. At sites approved by the Director subject to the provision of section-3 of the said act
- (ii) Transport nagar, roads and transport depots and parking areas ..
- (iii) Dock yards, jetty's, piers ..
- (iv) Airports and Air stations ..
- (v) Telegraph offices, telephones and telephone exchange ..
- (vi) Broadcasting Stations ..
- (vii) Television Station ..
- (viii) Agricultural, horticulture and nurseries at approved sites and periods ..
- (ix) Petrol filling stations and service garages ..
- (x) Parking spaces, bus stops/shelter, taxi, tonga and rickshaw stands ..

#### V. PUBLIC UTILITIES ZONE

- (i) Water supply installations, including treatment plants ..
- (ii) Drainage and sanitary installations including disposal works ..
- (iii) Electric power plants, sub-station etc. and staff quarters at approved sites ..
- (iv) Gas installation and gas works ..

#### VI. PUBLIC AND SEMI PUBLIC USES ZONE

- (i) Government offices, Government Administration centres secretaries and police station.
- (ii) Educational, cultral and religious institutions.
- (iii) Medical and health institutions.
- (iv) Civic, cultural and special institutions like theatres, opera houses etc., of predominantly non-commercial nature.
- (v) Land belonging to defence.
- (vi) Any other use which government in public interest may decide

#### (VII) OPEN SPACES—

- (i) Sports grounds, stadium and play grounds.
- (ii) Parks and green belts.
- (iii) Cemetaries, crematories etc.
- (iv) Any other recreational use with the permission of the Director

#### (VIII) AGRICULTURAL ZONE—

- (i) Agricultural, horticultural, dairy and poultry farming. As approved by the Director.
- (ii) Village houses within abadi den.
- (iii) Farm house outside abadi deh subject to restriction as laid down in zoning regulation XVIII.
- (iv) Expansion of existing village contiguous to abadi deh if undertaken a project approved or sponsored by the central or state Government.
- (v) Milk chilling station and pasteurisation plants .
- (vi) Bus stand and railway station.

- (vii) Air-ports with necessary buildings.
- (viii) Wireless stations.
- (ix) Grain godowns/storage spaces at sites approved by the Director.
- (x) Weather station.
- (xi) Land drainage and irrigation, Hydro electric works and tube-well for irrigation.
- (xii) Telephone and electric transmission lines and poles.
- (xiii) Mining and extraction operations including lime and brick kilns, stones querries and crushing subject to the rules and at a proved sites.
- (xiv) Cremation and burial grounds.
- (xv) Petrol filling station and service garages.
- (xvi) Hydro electric/thermal sub-stations.
- (xvii) Any other use which Government may in public interest decide.

A.K. SINHA,

Special Secretary to Government, Haryana,  
Town & Country Planning Department.

See map on pages 1235 to 1238

# K A I T H A L

EXISTING LAND USE 1977.  
ADDITIONAL CONTROLLED AREA

## LEGEND

ADDITIONAL CONTROLLED AREA BOUNDARY

CONTROLLED AREA BOUNDARY

M.C. BOUNDARY

ROADS

REVENUE RASTA

RAILWAY LINE

CANAL/DISTRIBUTORY

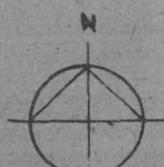
DRAINS

MOUNDS

PROTECTION BUND

RESIDENTIAL

AGRICULTURAL



J: 15840

DRAWING NO D.T.P. (KK) 190/78 DT. 2-5-78

PLANNING

ASSISTANT

*P. M. S. Chahar*

ASSISTANT TOWN PLANNER

*Rajiv*

DISTRICT TOWN PLANNER

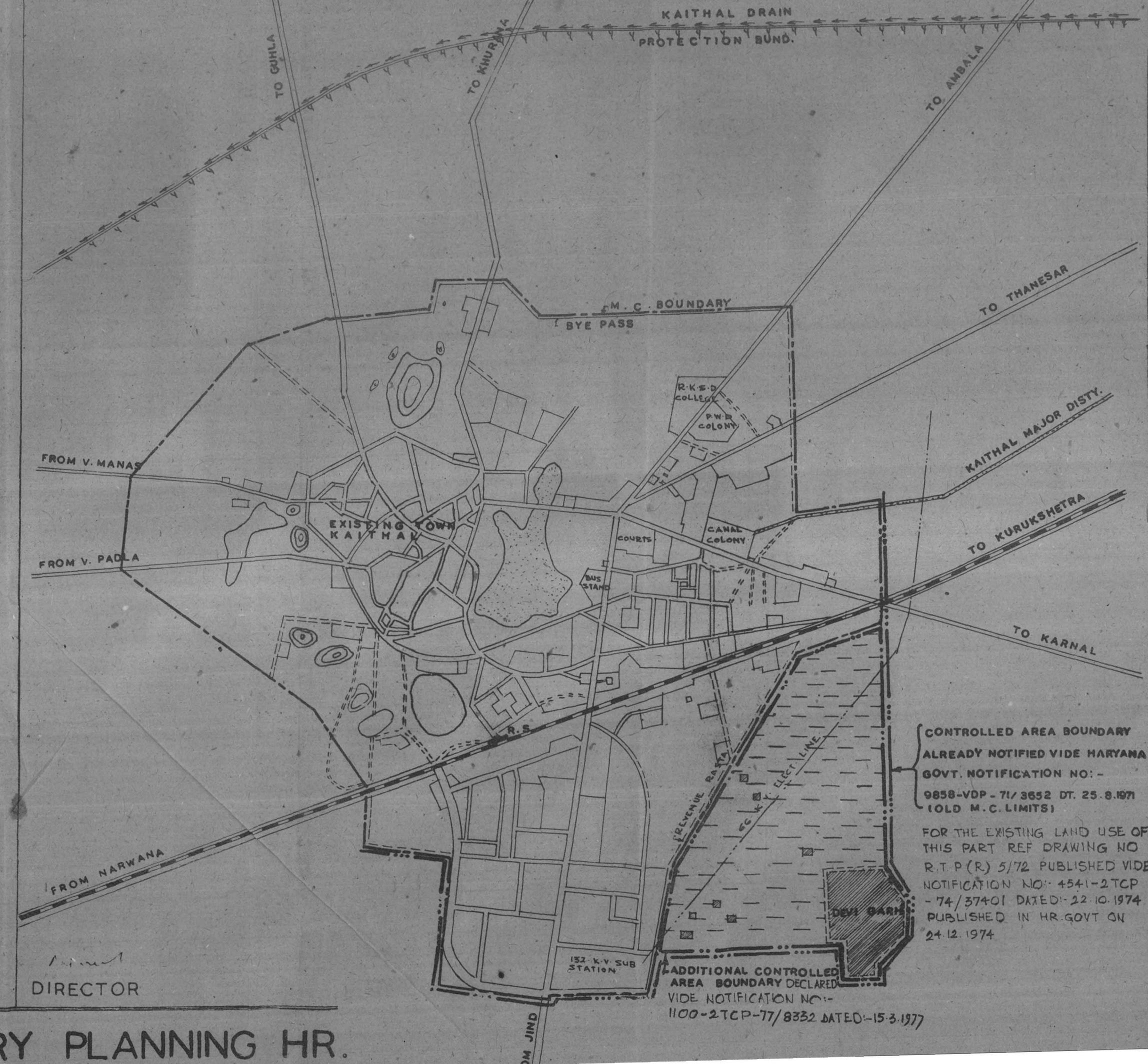
*Macmillan*

SENIOR TOWN PLANNER

*J. Gupta*

Director  
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DEPTT. OF TOWN & COUNTRY PLANNING HR.



# KAITHAL

## DRAFT DEVELOPMENT PLAN FOR CONTROLLED AREA AND ADDITIONAL CONTROLLED AREA 1977-2001

### LEGEND

CONTROLLED AREA BOUNDARY.  
ADDITIONAL CONTROLLED AREA BOUNDARY.  
M.C. BOUNDARY.  
ROADS.  
REVENUE RASTAS.  
RAILWAY LINE.  
CANAL/DISTRIBUTORY.  
DRAINS.  
MOUNDS.  
PROTECTION BUND.  
VILLAGES.  
SECTOR NUMBERS.  
SECTOR DENSITY/PERSONS PER HECT.

### 100. RESIDENTIAL ZONE 200. COMMERCIAL ZONE

210 RETAIL TRADE.  
220 WHOLESALE TRADE.  
230 WARE HOUSES AND STORAGE E.  
240 OFFICES & BANKS INCLUDING GOVT. OFFICES.  
250 RESTAURANTS, HOTELS AND TRANSIENT BOARDING HOUSES.  
INCLUDING PUBLIC ASSISTANCE INSTITUTIONS PROVIDING  
RESIDENTIAL ACCOMMODATION LIKE DHARAMSHALA, TOURIST HOMES ETC.  
260 CINEMA AND OTHER PLACES OF PUBLIC ASSEMBLY  
RUN ON A COMMERCIAL BASIS.

### 300. INDUSTRIAL ZONE

310 SERVICE INDUSTRY.  
320 LIGHT INDUSTRY.  
330 EXTENSIVE INDUSTRY.

### 400. TRANSPORT AND COMMUNICATIONS ZONE

410 LAND BELONGING TO RAILWAYS.  
420 ROAD TRANSPORT DEPOTS AND PARKING AREAS.

### 500. PUBLIC UTILITIES ZONE

510 WATER SUPPLY INSTALLATIONS INCLUDING TREATMENT.  
520 DRAINAGE AND SANITARY INSTALLATIONS INCLUDING DISPOSAL WORKS.

530 ELECTRIC POWER PLANTS, SUB STATIONS ETC.

### 600. PUBLIC AND SEMI PUBLIC USES ZONE

610 GOVT. ADMINISTRATIVE CENTRES, SECRETARIATS, DISTRICT OFFICES, LAW COURTS, JAILS AND POLICE STATIONS ETC.  
620 EDUCATIONAL, CULTURAL AND RELIGIOUS INSTITUTIONS.  
630 MEDICAL AND HEALTH INSTITUTIONS.

### 700. OPEN SPACES

720 PARKS.  
730 OTHER RECREATIONAL USES.  
740 CEMETERIES, CREMATORIA ETC.  
750 GREEN BELTS.  
760 WATER BODIES.

### 800. AGRICULTURAL ZONE

NOTE:-  
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